

9. Briefly summarize the status and results of public involvement. Briefly describe how the public involvement process complied with EO 12898 on Environmental Justice.

Public Outreach Event	Date	Topic
Public Information Meeting	03/24/04	Present project and gather public input. Public Opinion Surveys and comment form provided. Notices sent to 5,171 addresses.
Local Officials Meeting (public invited)	10/19/04	Review corridor alternatives and associated impacts; discuss and prioritize short term and long term needs
Public Information Meeting	03/02/05	Review corridor alternatives and anticipated impacts. Public Opinion Survey results, comment form, Impact Evaluation Matrix, and project information handout provided.
Public Information Meeting	01/11/06	Present preferred alternative and anticipated impacts. Project newsletter and comment form provided.

a. Identify groups (e.g., elderly, handicapped), minority populations and low-income populations that participated in the public involvement process. This would include any organizations and special interest groups.

The general public, including elderly, handicapped, and low-income populations, participated in public involvement.

b. Describe, briefly, the issues, if any, identified by any groups, minority populations and/or low-income populations during the public involvement process.

- Safety for all types of transportation
- Efficient traffic operations for all types of traffic
- Access to developing subdivisions and properties
- Appropriate travel speeds through the Village of Roberts
- Traffic diversion onto local streets
- Induced traffic demand and associated secondary effects
- Village of Roberts economic vitality
- Residential relocations
- Impacts to quality farmland

c. Briefly describe how the issues identified above were addressed. Include a discussion of those that were avoided as well as those that were minimized and those that are to be mitigated. Include a brief discussion of proposed mitigation, if any.

The preferred alternatives for the north and south sections of WIS 65 provide the best balance in addressing the concerns voiced during public involvement.

Section 1 (South Section)

The Section 1 South Realignment Alternative A-2 seeks to balance the concerns voiced during public involvement in the following ways:

- Bypassing the Village of Roberts provides the opportunity for safe transportation and efficient operations for all transportation modes. Traffic volumes through Roberts will be reduced, providing the opportunity to maintain community-sensitive travel speeds through the Village and limiting the amount of traffic diverting onto local streets.
- Induced traffic is classified in two parts: demand transfer, such as changing routes and travel times; and net increase in demand, i.e., driving more or farther. Demand transfer often may have positive effects, such as reducing the amount of traffic diverting through neighborhood streets. Increased demand can be associated with decentralization, increased fuel consumption, and more emissions.

When capacity is added to a highway facility, people may change their location choices, such as job and residence locations. Because added capacity often reduces congestion, travelers select different origins and destinations than in the congested roadway situation. This can lead to decentralization.

Transportation capacity increase is one factor that influences location choices. Other factors, such as land-use policies, housing costs, and regional growth also have great influence. In the very long-term, highway capacity additions may play a part in lower urban densities, more auto-oriented urban design, and higher auto ownership and hence more total travel than would have been the case without capacity increases. Land-use policies influence these results as well. Yet some research has found that even with strong land-use policies that discourage low-density development/high auto ownership, auto travel growth remains highly dependent on socioeconomic and demographic change. In regions with strong land-use policies in place, substantial population growth is coupled with substantial new highway travel. The Roberts area is anticipated to continue to experience substantial population growth in the coming years, and therefore significant increases in traffic volumes can be expected with or without the proposed improvements.

- Bypassing the Village of Roberts provides opportunity to develop in accordance with the *Roberts – Warren Comprehensive Plan*.
- Section 1 South Realignment Alternative A-2 provides a good opportunity to maintain the economic vitality of the Village of Roberts. Although WIS 65 traffic will be given the option to bypass Roberts, traffic will have the opportunity to access the Village and its businesses if desired.
- Section 1 South Realignment Alternative A-2 affects land that has traditionally been used for agricultural purposes. As the area develops, much of this farmland becomes residential or commercial development. Much of this is likely to occur prior to the construction of WIS 65. Alternative A-2 affects farmland that is slated for development in the *Roberts – Warren Comprehensive Plan*, whereas the Section 1 North Realignment Alternative would have impacted farmland not slated for development.

Section 2 (North Section)

- The Section 2 preferred alternative, an on-alignment four-lane enhanced expressway, seeks to provide a safe and efficient transportation facility for vehicles while minimizing the effects on farms and environmentally sensitive land by remaining on-alignment. Pedestrians and bicycles can use county or town roads to travel north-south parallel to the WIS 65 corridor.
- The City of New Richmond's land use plans project development to extend south of CTH G. The on-alignment plan for Section 2 conforms to New Richmond's plans and allows an opportunity to plan development in a manner that accommodates construction of the four-lane WIS 65 enhanced expressway.